

Intimations.

W. BOFFEY & CO.

TAILORS,

2, D'AGUILAR STREET.

Have an entirely New Stock of WOOLLENS to suit the Present and Coming Season.

Consisting of—

FANCY SUITINGS, DRESS, FROCK and MORNING COAT SUITINGS, ULSTER and OVERCOATINGS, BREECHES and RIDING MATERIALS in variety.

FANCY VESTINGS, TATTERSALLS and others.

Hongkong, 28th October, 1896.

[1665]

Today's Advertisements.

CATHAY CHAPTER,
No. 1165.A REGULAR CONVOCAION of the above CHAPTER will be held in the FREEMASONS' HALL, Zealand Street, THIS EVENING, the 28th instant, at 8.30 for 9 p.m. precisely. Visiting Companions are cordially invited to attend.
Hongkong, 28th October 1896. [1664]

PUBLIC AUCTION.

THE Undersigned has been instructed by the SENIOR ORDANCE STORE OFFICER, CHINA, to Sell by PUBLIC AUCTION TO-MORROW,

(THURSDAY), the 29th October, 1896,

AT 11 A.M.

At HER MAJESTY'S ORDANCE STORES, Queen's Road East,

THE FOLLOWING

GOVERNMENT STORES, &c.

1. FORAGE WAGON, CAMP KETTLES, BRASS BOILER TUBES, BLANKETS, CHEST with TOOLS, WINDOW GLASS, STEAM GAUGES, BRASS COPPER, GUN METAL ROPE, LINEN, COTTON and WOOLLEN RAGS, 1 ENGINE CABLE WINDER with DECK PLATE, CANVAS, CAST and WROUGHT IRON, STEEL, OLD SHOT, CHAIN IRON CABLE, SHOVELS, CASKS, PACKING CASTS, IRON DRUMS, TIMBER, LEATHER, &c.

A QUANTITY OF SERVICEABLE CLOTHING and MATERIAL.

TERMS OF SALE—Cash on delivery. All faults and errors of description at Purchaser's risk on the fall of hammer. All Lots to be cleared within 48 hours.

GEO. P. LAMBERT, Auctioneer.

Hongkong, 28th October, 1896. [1667]

DAKIN, CRUICKSHANK & CO., LIMITED.

NOTICE is hereby given that the FIFTH ORDINARY GENERAL MEETING of the SHAREHOLDERS in the above COMPANY will be held in the HONGKONG HOTEL on SATURDAY, the 7th of November, at NOON, for the purpose of presenting the Report of the Directors and Statement of Accounts to 31st December, 1895.

The TRANSFER BOOKS of the Company will be CLOSED from the 28th of October to the 6th of November, both days inclusive.

By Order of the Board of Directors,

W. HUGHES, Acting Manager.

Hongkong, 28th October, 1896. [1669]

"WARRACK" LINE OF STEAMERS.

FOR NEW YORK, VIA SUEZ CANAL.

The Steamship

"ARGVLL,"

Captain Wm. Ward, will be despatched for the above Port TO-MORROW, the 29th instant, at 3 P.M., instead of as previously advertised.

For Freight or Passage, apply to DODD, CARROLL & CO., Agents.

Hongkong, 28th October, 1896. [1570]

THE CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

FOR MANILA, VIA AMOY.

The Company's Steamship

"ESMERALDA,"

Captain G. A. Taylor, will be despatched for the above Port on FRIDAY, the 30th instant, at 5 P.M., instead of as previously advertised.

This Steamer has Superior Accommodation for Passengers, and is fitted with the Electric Light.

For Freight or Passage, apply to SHAW, WATSON & CO., General Managers.

Hongkong, 28th October, 1896. [1658]

OCEAN STEAMSHIP COMPANY.

FOR SHANGHAI.

(Taking Cargo and Passengers at through rates for NINGPO, CHEFOO, NEWCHANG, TIENTSIN, HANKOW and PORTS on the YANGTZE.)

The Company's Steamship

"AGAMEMNON,"

Captain Stevens, will be despatched as above on FRIDAY, the 30th instant.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1896. [1670]

CHINA NAVIGATION COMPANY, LIMITED.

FOR TIENTSIN, VIA SWATOW.

The Company's Steamship

"KWEIYANG,"

Captain Osterbridge, will be despatched as above on SATURDAY, the 31st instant, at 4 P.M.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1896. [1668]

SCOTTISH ORIENTAL STEAMSHIP COMPANY, LIMITED.

FOR YOKOHAMA AND KOBE.

The Company's Steamship

"KEONGWAI,"

Captain Unsworth, will be despatched as above on SUNDAY, the 1st November.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, Agents.

Hongkong, 28th October, 1896. [1668]

The Hongkong Telegraph

HONGKONG, WEDNESDAY, OCTOBER 28, 1896.

TELEGRAMS.

REUTERS' MESSAGE.

A STARTLING REVELATION.

LONDON, October 26th.

Blaschke's organ, the *Hamburger Nachrichten*, says that a secret Russo-German Agreement was concluded soon after the accession of Alexander III., whereby if either country were attacked the other would remain benevolently neutral, and that Count Caprivi terminated the Agreement in 1894. A great sensation has been caused in Austria by this statement.

(From Japanese Papers.)

MISSIONARY MEDDLING IN SEOUL.

SEOUL, October 18th.

The American missionaries have addressed a memorial to the Throne, impeaching all the Ministers of State.

THE NEW LOAN BONDS.

TOKYO, October 19th.

The Finance Department announces that the whole amount of the new Loan Bonds bearing 4 per cent interest, which remain unredemmed to the amount of 3,119,150 yen, are to be redeemed on the 31st inst.

THE MONEY MARKET.

TOKYO, October 19th.

Mr. Doi, Chairman of the Osaka Chamber of Commerce, yesterday visited upon Baron Kawata, President of the Bank of Japan, and informed him of the miserable condition of the money market at Osaka, when the Baron expressed his surprise and promised to instruct the Osaka branch of the Bank to take the proper measures for the relief of the distress. Mr. Doi is to lay the matter before the Premier, who is expected to return to the capital to-morrow.

COMMERCIAL AFFAIRS.

TOKYO, October 19th.

The meeting of the Higher Agricultural, Industrial and Commercial Council was opened to-day. Count Okuma, the Foreign Minister, in a speech explained that the Government desired to encourage the extension of the foreign trade and commerce generally. Viscount Esumoto, Minister for Agriculture and Commerce, also spoke and pointed out that the time for the enforcement of the new foreign treaties having approached very near, nothing should be left unconsidered in regard to the finances of Empire, which should be strengthened at home, and the market should be extended abroad.

FLOODS AT HANKOW.

NAGASAKI, October 19th.

News has been received from Shanghai to the effect that there has been a disastrous flood at Hankow, 4,000 dwellings being submerged.

THE EMPEROR AND THE MANCEUVRES.

TOKYO, October 20th.

The Emperor proceeded to Saitama prefecture this afternoon by a train from Utsunomiya to witness the manoeuvres of the Imperial Guards. The Emperor and Crown Prince saw the Emperor off at Utsunomiya station. The Emperor was greeted with the most enthusiastic cheers by the crowds assembled along the route to the station.

TYPHOON WARNING.

Señor José de Navarro, Spanish Consul at this port, has courteously favoured us with copies of the following telegrams received from Manila—

"MANILA, October 28th, 5.35 p.m.

"There is a depression to the S.E. of Manila near 110. deg. North Lat. Its direction seems to be W.N.W."

LOCAL AND GENERAL.

The Indo-China S. N. Co.'s new river steamer *Swire* left home the 11th inst. for Shanghai.

Messrs Dakin, Cruickshank & Co. advertise the fifth ordinary general meeting of shareholders on the 7th proximo, at noon.

Miss JOHNSTONE informs us that \$2000 were realised by the Baxter Mission annual sale of work in the City Hall yesterday.

The Shanghai paper *Chin-nan-pao* asserts that the Chinese authorities have not yet paid the compensation to which Messrs Jardine, Matheson & Co. are entitled for the loss of the *Kow-shing*, but it is said that the Chinese authorities settled for the payment in Peking on the 18th instant.

The Baxter Mission "Sale of Work," held in the City Hall yesterday, was visited by large numbers of ladies, who appeared to thoroughly appreciate the display of dainty needlework in the various stalls. We expect to hear that the institution has reaped a substantial benefit therefrom.

The appearance of *H.M.S. Narcissus* will be much improved by the lengthening of her funnels, if one may judge from the one lengthened yesterday, as they will take away the "tubby" look of the ship to a great extent.

Whether her speed will be much improved remains to be seen.

At the Penang Assizes, on the 14th inst., there was tried the case against a Chinaman, named Goh Nai Pi, charged with attempting to forge four five-dollar bank-notes of the Hongkong and Shanghai Bank. The defendant was caught by the Detective Police in the act of forging bank-notes. He was found guilty. Sentence was deferred.

We read in a home paper that the Admiralty have ordered a naval court-martial to be held at Devonport for the trial of Fleet-Engineer Burner and Engineer Critchton in connection with the boiler explosion on board the cruiser *Blake* last June, by which a stoker named Evil was killed and others were injured. The Court is to be held on board the *Blake*, which is still being repaired, and is expected to last some weeks. Capt. Henderson, of the *Edgar*, will preside.

MEMORANDA.

TO-DAY, 28th October.
9 p.m.—Convocation of Cathay Chapter.TO-MORROW, 29th October.
11 a.m.—Auction of Government stores, &c., at Her Majesty's Ordnance Stores, Queen's Road East, by Mr. G. P. Lambert.SATURDAY, 31st October.
9 p.m.—Concert in the Victoria Concert Hall, Duddell Street.

We hear that the Chinese Imperial Postal Service is rapidly materializing; that several English-speaking Chinese have recently been engaged here for the post offices at Mengtso, Pakhoi, Canton, and other southern ports, and that the Imperial postage stamps are likely to be offered for sale in January, 1897.

At the Police Court this morning a man was fined \$500 for smuggling 90 lbs. of opium. He came here yesterday by the Canton steamer and in order to avoid detection in committing the offence he threw the opium overboard at the wharf. The opium, however, was recovered by the excise officers, who got wind of the affair.

We hear that the influenza fever is raging in and around Canton and it is rumoured that it has made its appearance in this colony. It is to be hoped that if we are to have another epidemic of this unpleasant disease it will prove to be of a milder type than formerly and not drive us to despair by attacking our servants wholesale.

A CROCODILE, measuring 3 feet 9 inches in length, was caught on the 9th inst. in the river at Shanghai near the Customs Jetty; a larger one, some 5 feet long, was seen, but escaped before it could be caught. Shocking! Shocking! Snakes and rice-birds seen in Hongkong; crocodiles and balligators at Shanghai, and centipedes at Singapore. What are we coming to!

A Government Gazette Extraordinary issued this afternoon contains the following notification—

It is hereby notified that His Excellency the Governor and Commander-in-Chief, Sir William Robinson, K.C.M.G., having left the Colony this day on leave of absence, His Excellency Major-General Wilson Black, C.B., was thereafter duly sworn in by His Honour the Chief Justice in the presence of the Executive Council, and assumed the administration of the Government.

F. J. BADELEY, Acting Clerk of Councils.
Council Chamber.
Hongkong, 28th October, 1896.

THE QUEEN HAS OUTLIVED

1. All the members of the Privy Council who were alive in 1837.

2. All the Peers who held their titles in 1837, except the Earl of Darley, who was ten, and Earl Nelson, who was fourteen in that year.

3. All the members who sat in the House of Commons on her accession to the Throne—except Mr. Gladstone, Mr. Charles Villiers, the present Duke of Northumberland, the Earl of Mexborough and the Earl of Mansfield, and Mr. John Temple Leader.

4. Her Majesty has seen eleven Lord Chancellors, ten Prime Ministers, six Speakers of the House of Commons, at least three Bishops of every See and five or six of many Sees, six Archbishops of Canterbury, and six Archbishops of York, and five Commanders-in-Chief.

5. She has seen five Dukes of Norfolk succeed each other as Earls Marshal, and has outlived every Duke and Duchess and every Marquis and Marchioness who bore that rank in 1837.

6. She has outlived every member of the Jockey Club and every Master of Foxhounds that flourished in 1837.

7. She has seen seventeen Presidents of the United States, ten Viceroys of Canada, fifteen Viceroys of India, and France successively ruled by one King, one Emperor, and six Presidents of a Republic.

UNDER our present system field-officers who have never commanded more than a battalion, and that but seldom, are, according to *Brook's Army*, required to frame plans and write orders as if they had been doing such things for years.

The best men—that is to say the coolest hands—will make the best show of course, but even these cannot possibly appear to the same advantage as if they had had some previous practice. Writing orders, for example, depends not merely upon knowing what movements are the best to order but also upon familiarity with what is nothing but mere routine. A bad tactician, familiar with writing orders, can easily pass a better examination than a born soldier who is new to the art of putting his ideas on paper.

In the field we require not only to have orders written clearly and concisely, in proper form according to the usual routine, but also, far more, to have the right inspiration upon which orders are to be written. We have plenty of officers well fitted to write orders who are as yet incapable of directing operations, but we have also numbers of others who, although capable of promptly deciding what to do, are wholly unpractised in expressing their conceptions. Therefore all Majors who are considered fit for command should be permitted or compelled to present themselves for an entrance examination, and if they pass should undergo a special course of instruction at the Staff College, lasting say six months or even less.

SOON after two o'clock this afternoon a fire broke out in the ground floor of the Mow Tak oil shop at 137, Wing Lok Street. The Fire Brigade, under Capt. F. H. May and Deputy-Superintendent Corcoran, was quickly on the spot and after an hour's hard work the fire was got under, but not before considerable damage had been done to the adjoining premises. The building in which the fire originated was completely gutted. It is insured with the Chun On Company for \$7,000 and the stock for \$3,000. An amusing scene was witnessed when the fire was out and the Chinese were allowed to approach the mouldering debris. Quantities of the oil had run down from the burning building into a drain, which had been opened for repair, in the centre of the street, and into this plunged about a hundred Celestials armed with tin buckets, bottles and jars and commenced scooping up the oil which floated quite an inch thick on the surface of the evil-smelling sewage. The Chinese foreman employed on the drain resisted this, as he was just getting a chain pump to work and evidently intended to make a good thing of it on his own account. His stone throwing and abuse, however, proved of no avail, and he was forced to leave all these in the booty. A Chinaman will take anything by which such a possibility is made. He isn't above making an *Assault* dollar at any time.

TO-MORROW afternoon at Happy Valley the Hongkong Football Club will play "B" Company, R.N.—Club in white, "B" Company in colours; kick-off at 4.40 p.m. sharp. The Club team will be constituted as follows:—D. Wood, goal; J. R. Gillingham and C. T. Kew, backs; H. W. Loker, A. J. R. Greene, R.A., and H. W. Slade, halves; G. D. Campbell, H.K.R., E. C. Rowcroft, H.K.R., W. D. Mayson, A. D. H. Grayson, R.A., and G. W. Millward, forwards.

THEATRICAL MANAGER: "What I want is something realistic, but I don't want any real pugilists, or real naval disasters, or real live-stock, or real battles in it."

PLAYWRIGHT (thoughtfully): "How would it do to spring something on the public with real actors in it?"—*Collier's Weekly*.It is stated that at Gibraltar the excavation for one of the dry docks is so advanced that the new landing roadway by the side leading to the future main entrance of the dockyard will be used at the disembarkation of the 1st Northumberland Fusiliers from England this month. Instead of the troops and baggage having to ascend a narrow staircase, the troops will be able to march *en masse* to the road above, and the baggage wagons will come alongside the transport, thus saving immense labour. This facility will be equally appreciated by the 400 or so of the Fusilier battalion in Singapore who have to join the other battalion at "Gib."The following appointments were made at the Admiralty on the 22nd ultimo:—Commanders—W. V. Anson, to the *Anson*, additional, for appointment when recommissioned, and A. H. G. Williams, to the *Pembroke*, additional, for Fleet Reserve at Chatham, to date October 1st; and R. V. Kerr (retired list), to the *Victoria*, additional, for transport duties, to date September 30th. Lieutenants—A. Hayes-Sadler, to the *Anson*, additional, for appointment when recommissioned, to date October 1st; A. C. Buck, to the *Anson*, additional, to be lent to the *Endymion* for passage out, and W. J. W. Seward, to the *Endymion* (N.), undated; J. H. G. Sandeman, to the *President*, additional, for temporary service in connection with Signalling Committee, to date October 21st; H. Luxmore, to the *Ramillies*, and J. R. Segrave, to the *Colossus*, to date October 1st; E. M. Stuart, to the *Phila*, additional, for the *Edgar*, to date October 1st.

A HINT TO THE NAVY LEAGUE.

We venture to offer to the Navy League a suggestion for their consideration in connection with the completion of the sixtieth year of Her Majesty's reign. They have an organisation all over the country, and the proposal we make is one to which that organisation can be used with advantage. There are numbers of officers and men of the sea service who were actually engaged with the enemy during the Russian War, but who did not come within the rules entitling them to claim the Black Sea or the Baltic medal. Many of these persons were repeatedly under fire, and the fire of white European troops; it is, therefore, putting an undeserved stigma on them to leave them without a recognition so freely accorded to many others. Why should not these officers and men now receive the just recognition of their efforts to perform their duty to their country? To grant a medal now would be exactly in accordance with precedent—*Army and Navy Gazette*.THE *Army Navy Gazette* says:—Why Lord Salisbury should think that "the circumstances of existing naval warfare" will drive war into the narrow seas, or what he meant by saying "much of the war—of the sea—will be conducted by vessels which do not love the open ocean," we trust, he explained in the Prime Minister's next speech. All experience such as we have had points to a conclusion, which is the exact opposite of this. The advent of the torpedo-boat, the only war vessel which the open ocean, tends to drive war not into the narrow seas but out of them. So far, too, from the teaching of history, viewed in the light of experience we have had since, indicating that "much of the war—of the sea—will be conducted by vessels which do not love the open ocean," our most able students of strategy and tactics agree that in the future, as in the past, war can only be decided by the meeting of ships of the line. It is not ashore at Dover, nor in the Dover Straits, that the futility of these shores will be settled if it should come, but as near the enemy's own ports as possible. Dover may very well aspire, in the words of the historian of the *Clonago Peris*, to be "a fortified port, a harbour of refuge, a strong garden town and a depot of military stores," but none of these attributes, nor all of them together, can put her in the forefront of the battle.

SPORTING NOTES.

SHANGHAI, October 24th.

This morning the grave course was open and was distinctly "fast," as is evidenced by Wark's performance. Mr. Sampson was up, and he took him along for 3/4 mile in 1 min. 33 sec.; last quarter 31 sec. This is pronounced excellent. The mule ran with show on. Caillion did 12 in 2.54; last quarter 37. Sinner did 12 in 4.10; last 24 sec. easy. Shiny William going easy, 12 miles in 3.31; last quarter 33 sec. Other interesting races were—Playmate, 1 mile, 5.50; last 1/2 mile 30 sec. He finished badly. Zenith, 1 mile, 2.17; last 1/2 mile 32 sec. Compromise, 1 mile, 2.13; last 1/2 mile 33. He was ridden by Mr. Cox and the performance was very good throughout. Slender, 1 mile, 2.13. Blackberry, 1 mile, 2.12; last 1/2 mile 31 seconds, easy. Menet, 1 mile, 2.12; last 1/2 mile 30 sec. easy. Solah, 1 mile, 2.28; last 1/2 mile 32 sec. Eolus, 1 mile, 2.17. Orion, 1 mile, 2.35. Promotion, 1 mile, 1.40. This pony, and Double Event who, also went 1 mile, seem clean "off."

On the 21st, when the course was not so fast as to-day, Orion did 12 in 2.54, while Eolus, Invader, and Diomed did a mile each in 2.16, 2.16 and 2.14 respectively. Comparing these gallops with this morning's gallop I see no reason to despair of Orion and Invader being able to face the Starter a week hence, for much can be done in 8 days.

From present appearances the "Criticism" seems to lie between Blackberry, Ariel, Menet and Rottelot. The latter did a mile in 2.11 (last 1/2 mile 31) this morning. Blackberry is first favourite, wing to his unmistakable "saver," gained by considerable experience.

The "Maidens" will fight for first place. Diomed and Wark will fight for second place. Promotion you can strike out, for he's clean "off."

I expect to see Mr. Ring's Diomed start for and make the pace hot in the Layer. It's an open question whether Diomed is not as good as anything on the Course to-day.

In the Masonic Club Big Sweep the lucky drawer of the favourite, namely, Shiny William, was Mr. Frank Dallas. I am told the sweep was not quite filled up.

Will anyone Shanghai Stakes "likely ones" in a day or two.

D.A.W.

FORMOSAN AFFAIRS.

It is strange how easily the Editors of some great journals are deceived by the writers of sensational stories of atrocities, and what little trouble they give themselves to verify the allegations contained in "copy" before publishing it. The world is hungering for sensations, and so long as the reports have the appearance of being based on even slender facts in they go, and result, in the old country, in a rich harvest of coppers. Not so, however, in the Far East. No matter how sensational or how true the matter published, very little, if any, difference will be noticed in the sales of the paper, and that being so we have been surprised at and again to see the preposterous, albeit highly sensational, stories about Japanese "atrocities" in Formosa published by local contemporaries and by the *North China Daily News*. To find the Shanghai morning paper "playing to the gallery" is a very unusual spectacle, for it has a well-deserved status and enviable reputation; yet a few weeks ago it published a lot of sensational "copy" supplied by a correspondent who would appear to have been so uncertain of his alleged facts that he preferred to communicate under the nom de plume "South Formosa" rather than give his influence the appearance of being a reliable statement of the situation by attaching his full name and address to it. This was surprising enough in its way and could not do a great deal of harm so long as the circulation of the report was limited to the Far East. But it has not been limited to the Orient. Far from it, indeed. We find that the Editor of a widely-circulated journal such as *Public Opinion* undoubtedly is on the 11th ultimo gave the *North China Daily News* reports the widest circulation possible by placing it on the front page of his issue of that date (No. 1825—Vol. LXX). There is no comment on the subject. It is given as *public opinion*, on the subject, and such it is to a certain extent, though, to be fair to his readers and to the Japanese, the Editor of our London contemporary should have given the other side of the question. We are glad to see the *North China Daily News* (the *North China Herald* is the name of the weekly issue of the *N.C.D.N.*) has now done the right thing in this connection; the issue of the 23rd instant containing a long article "In defence of the Japanese" from the pen of "An Old Correspondent." We give the first half of the article below (the balance will be given to-morrow) and have only to add that in justice to all parties concerned it is to be hoped the Editor of *Public Opinion* will give the "defence" as conspicuous a place in his popular weekly as he did the account of alleged barbarities. The Japanese have, as we pointed out on previous occasions, the difficult task of pacification to perform in Formosa amongst the dregs of Chinese society and the offspring of Hakka fathers and aboriginal mothers. They have had to face great odds and have encountered the basest ingratitude from the Chinese and positively scoundish treachery. But we do not need to go again into details—the facts are well known to those of our readers who have studied the question—so let the testimony of our Shanghai contemporary's correspondent, who reports what he has seen and knows, speak for itself. Here it is:—

IN DEFENCE OF THE JAPANESE.

It seems almost a pity, in view of the strong and apparently sincere efforts on the part of the Japanese to remedy any past deficiencies and do all that can reasonably be expected to promote harmony and future goodwill among the people here, to find that there are those who continue to reiterate the old accusations and keep stirring up their version of past affairs, with apparently no other object than to keep up a state of ill-feeling against the Japanese, whatever the latter may do to try and ameliorate such. It is evident, from the tone of the communications you make the basis of a leader, that the writer *South Formosa* is a newspaper touched up by the fact that the Japanese Government have not entered into a Japanese controversy with him. It is only just to this correspondent, however, to say that his pique at this official reference seems to be shared by his fellow scribblers from Taiwan. Speaking of the very strong assertions made by "South Formosa" and which he would appear to desire should be taken as referring to the Honkai outbreak, and notwithstanding that his letter to the *Times*, published by anticipation, in the *China Mail* appears under the sensational headline "Story of a European eye-witness" (sic), I venture to

CHALLENGE THE WRITER.

To assert that he was at or near the scene at the time of alleged misdeeds or can of *his own personal knowledge* vouch for any of the facts said to have been committed there. The truth is, that he, in common with all the other correspondents, have been almost solely dependent on the highly and characteristically coloured description given by their Chinese friends. I suppose every resident in China is well aware of the voluntary and wilful exaggeration with which the native narrators will "pitch a tale" into the ears of sympathetic listeners, and my own impression is, after examining what those foreigners who have since visited the spot have to say on the subject, that although regrettable acts were committed, and which, if less recklessness had been shown, might, at least, have been considerably modified, still, the very strong partisan opponents of the Japanese are no doubt, unintentionally, going to too great extremes both in their statements and the language used to convey them. Again they somewhat unjustly ignore the tremendous provocation which the Japanese have had to put up with, and are receiving, as well as the forbearing and conciliatory attitude the Government at any rate now are showing.

THE BURNING OF VILLAGES.

Referring to the statement of the correspondent to the *Hongkong Daily Press* that "seven villages" have been burnt as reprisals for the late rebellion, I am authorized, on what seems to me to be the very best authority from both sides, to state that nothing of the sort has taken place, and that on the contrary special efforts have been made to confine the almost entirely defensive operations of the troops within the strictest limits compatible with their safety, and that of the country people themselves, who are not the least backward in soliciting aid against the insurgents. Many of these latter misguided persons listen to the wicked and interested insinuations of the mainland agents who overrun the country contriving to swell and annoy the people in many directions. Take the story, given at the same time, of the commanders belonging to a foreign firm who was stated to have been arrested and

Intimations.

WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.
WATKINS' CHAMPAGNE BITTERS.

This Excellent TONIC REMEDY is now known as
"THE PERFECTION OF MEDICINAL PREPARATIONS."

You need not suffer any longer from POOR APPETITE, INDIGESTION, HEADACHE, SLUGGISH LIVER, NERVOUSNESS, or the like, because you can be relieved by using it. DYSPEPSIA, FLATULANCE, and all affections of the Digestive Organs.

GIVE WAY AND DISAPPEAR BEFORE

WATKINS' CHAMPAGNE BITTERS.
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PROPRIETORS—WATKINS & CO.,
APOTHECARIES' HALL, 66, Queen's Road Central.

SETTING UP OF DISTILLERIES

Rice—Corn—Sugar-cane, etc.
PRODUCTION OF EXTRA-NEUTRAL ALCOHOLS

SETTING UP OF
Liquors Factories—Preserves Factories
Laboratories of Druggists—Essences Factories

STEAM KITCHENS

ECROT & GRANGE, rue Mathis, PARIS

Apply to Messrs. DODWELL CARLILL & Co., Hong Kong.

WHAT VITALITY MEANS.

Vitality is your measure of force, or power. Thin babies and feeble old persons have little of it. When the system is unable to assimilate the right kind of food, vitality becomes low.

Scott's Emulsion

is above all other remedies in giving vitality. It makes no difference whether the emaciated person is in babyhood or in old age. Whenever food fails to nourish, Scott's Emulsion will be found the most effective remedy for overcoming emaciated tendencies. All Chemists.

Sole Agents for Hongkong and the Empire of China:—WATKINS & Co., Hongkong.

For Sale.

FOR SALE.

HANDSOME FIRST CLASS MICROSCOPE—NIXON MODEL—with all Optical Accessories, Chemicals and Apparatus necessary to study or research in any department of Microscopic Science; together with a number of Works on Microscopy and Correlative Subjects—Price, \$350. Cost \$100.
Can be viewed on application at
THE HONGKONG DISPENSARY.
Hongkong, 22nd October, 1896. [1631]

FOR SALE.

JUST received per S.S. CHINGTU, FRESH SUPPLIES OF NEW SEASON'S WOOD'S FINEST VICTORIAN TABLE BUTTER "COW BRAND" in 1 lb., 2 lbs., 5 lbs. and 10 lbs. Tins, in Excellent Condition.
GEO. P. LAMMERT,
Sole Agent for
Hongkong, China and the Philippines.
Hongkong, 26th October, 1896. [1649]

FOR SALE.

The Belgian x 100 A Iron Screw Steamer.
"ANVERS."
2,386 Tons Reg. Gross, 1,996 Tons Reg. Net.
Lying in Hongkong Harbour.
For Particulars, apply to
LAUTS, WEGENER & Co.,
Agents for
CAPTAIN & OWNERS.
Hongkong, 22nd September, 1896. [1484]

JUST RECEIVED!

A SHIPMENT "WAVERLEY" BICYCLES.
Highest of all High Grades.
COLLINS BROS.,
Agents,
No. 39, Queen's Road Central.
Hongkong, 10th October, 1896. [1635]

Shipping.

STEAMERS.

NAVIGAZIONE GENERALE ITALIANA.
(FLORIO & RUBATINO UNITED COMPANIES).
STEAM FOR
SINGAPORE, PENANG AND BOMBAY.
Having connection with Company's Mail Steamers to ADEN, SUEZ, PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA.

ALSO
VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALAIO.
Taking Cargo at through rates to PERSIAN GULF and BAGDAD.

ALSO
BARCELONA, VALENZA, ALICANTE, ALMERIA and MALAGA.
THE Steamship

"LETIMBRO."
Captain Bello, will be despatched as above on SATURDAY, the 31st instant, at Noon.
At Bombay the Steamers are discharging in VICTORIA DOCK.
For Further Particulars regarding Freight and Passage, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 26th October, 1896. [1650]

NIPPON YUSEN KAISHA.
JAPAN-AUSTRAL LINE.
(Under Mail Contract).
FOR THURSDAY ISLAND, TOWNSVILLE, BRISBANE, SYDNEY AND MELBOURNE.
THE Company's Steamship

"OMI MARI."
Captain C. Young, will be despatched for the above Ports on WEDNESDAY, the 18th Nov., at Noon.
This Steamer is fitted with Superior Passenger Accommodation and is lighted by Electricity throughout.
A daily qualified Doctor is carried.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 27th October, 1896. [1661]

Shipping.

STEAMERS.

THE CHINA MUTUAL STEAM NAVIGATION COMPANY, LIMITED.

FOR LONDON,
VIA STRAITS AND USUAL PORTS OF CALL.
(Taking Cargo at through rates for GLASGOW, LIVERPOOL, CONTINENTAL PORTS, RIVER PLATE, &c.)

THE Company's Steamship
"KEEMUN."
J. Barber, Commander, will be despatched as above TO-MORROW, the 29th instant, at Daylight, instead of as previously advertised.
For Freight, &c., apply to
HOLLIDAY, WISE & Co.,
Agents.
Hongkong, 28th October, 1896. [1576]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND TAMSUI.
THE Company's Steamship

"FORMOSA."
Captain Robson, will be despatched for the above Ports TO-MORROW, the 29th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 28th October, 1896. [1656]

FOR SHANGHAI.
THE Steamship

"NANYANG."
Captain Th. Lehmann, will be despatched for the above Port TO-MORROW, the 29th instant, at 4 P.M.
For Freight or Passage, apply to
SIEMSEN & Co.,
Agents.
Hongkong, 27th October, 1896. [1657]

CHINA NAVIGATION COMPANY, LIMITED.
FOR TIENTSIN.

THE Company's Steamship
"KWEIYANG."
Captain Osterbridge, will be despatched as above TO-MORROW, the 29th instant.
For Freight or Passage, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 26th October, 1896. [1656]

DOUGLAS STEAMSHIP COMPANY, LIMITED.
FOR SWATOW, AMOY AND FOCHOW.

THE Company's Steamship
"NAMO.".
Captain Hall, will be despatched for the above Ports on FRIDAY, the 30th instant, at Daylight.
For Freight or Passage, apply to
DOUGLAS LAFRAIK & Co.,
General Managers.
Hongkong, 27th October, 1896. [1659]

NIPPON YUSEN KAISHA.
FOR SINGAPORE, COLOMBO, PORT SAID, MARSEILLES, LONDON AND ANTWERP.

THE Company's Steamship
"HIMEJI MARU."
Captain R. Tippet, will be despatched for the above Ports on FRIDAY, the 30th instant, at Noon.
For Freight or Passage, apply to
NIPPON YUSEN KAISHA.
Hongkong, 24th October, 1896. [1643]

OCEAN STEAMSHIP COMPANY.
FOR LONDON, VIA SUEZ CANAL.

THE Company's Steamship
"MENELAUS."
Captain Towell, will be despatched as above on FRIDAY, the 30th instant.
For Freight, apply to
BUTTERFIELD & SWIRE,
Agents.
Hongkong, 19th October, 1896. [1617]

JAVA, CHINA, JAPAN LINE OF STEAMERS.
UNDER MANAGEMENT OF THE ROYAL PACKET NAVIGATION COMPANY OF NETHERLANDS INDIA.

PROPOSED SAILINGS.
(Subject to Alteration.)
JAVA, HONGKONG, YOKOHAMA, KOBE, AMOY, HONGKONG, SINGAPORE, JAVA.

FROM HONGKONG.
S.S. Cassius To JAVA 1 October.
S.S. Faderation To JAVA 1 Nov.
S.S. Germania To JAVA 1 Dec.
S.S. Faderation To JAPAN 1 October.
S.S. Germania To JAPAN 1 Nov.
S.S. Cassius To JAPAN 1 Dec.

General Agents for China & Japan,
LAUTS, WEGENER & Co.,
Hongkong, 22nd September, 1896. [1647]

SAILING VESSELS.

FOR NEW YORK.

"WILLIAM H. SMITH."
Wilson, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
CARLOWITZ & Co.,
Agents.
Hongkong, 19th October, 1896. [1611]

FOR SAN FRANCISCO.

THE 100 A1 British Ship
"CLAN MACFARLANE."
Templeton, Master, will load here for the above Port, and will have quick despatch.
For Freight, apply to
SHEWAN, TOMES & Co.,
Agents.
Hongkong, 9th October, 1896. [1575]

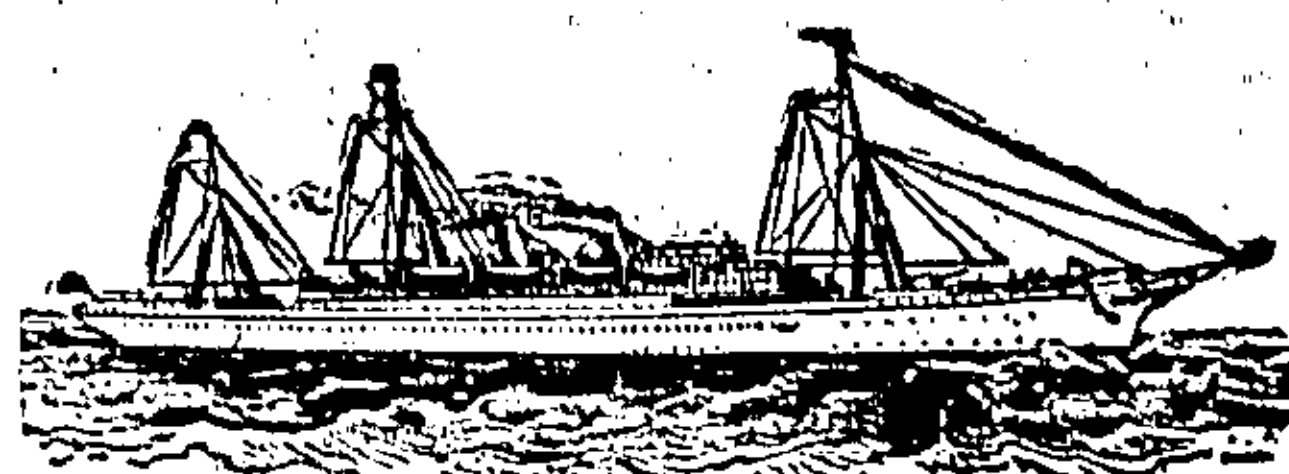
FOR NEW YORK.

"WILLIAM J. ROTCH."
Captain S. Lancaster, is loading for the above Port, and will have quick despatch.
For Freight, apply to
ARMFIELD, KARRER & Co.,
Agents.
Hongkong, 12th October, 1896. [1595]

Mails.

CANADIAN PACIFIC RAILWAY COMPANY'S ROYAL MAIL STEAMSHIP LINE

1896.



1896.

SAFETY. SPEED. PUNCTUALITY.

THE FAST ROUTE BETWEEN CHINA, JAPAN AND EUROPE, VIA CANADA AND THE UNITED STATES.

(CALLING AT SHANGHAI, NAGASAKI, KOBE, YOKOHAMA AND VICTORIA, B.C.)
Twin Screw Steamships—6,000 Tons—10,000 Horse Power—Speed 19 knots.

PROPOSED SAILINGS FROM HONGKONG.

EMPRESS OF INDIA...Comdr. O. P. Marshall, R.N.R....WEDNESDAY, 25th November.
EMPRESS OF JAPAN...Comdr. Geo. A. Lee, R.N.R....WEDNESDAY, 23rd December.
EMPRESS OF CHINA...Comdr. R. Archibald, R.N.R....WEDNESDAY, 20th January, 1897.

THE magnificent Steamships of this Line pass through the famous INLAND SEA OF JAPAN, and usually make the voyage YOKOHAMA TO VANCOUVER (B.C.) in 12 DAYS, making close connection at Vancouver with the PALATIAL TRANS-CONTINENTAL TRAINS of the CANADIAN PACIFIC RAILWAY which leave daily, and cross the Continent FROM THE PACIFIC TO THE ATLANTIC WITHOUT CHANGE. Close connection is made at Montreal, Quebec, Halifax, New York and Boston with all Trans-Atlantic Lines, which passengers to Great Britain and the Continent are given choice of.

Passengers Booked through to all principal points and AROUND THE WORLD. Return tickets to various points at reduced rates, Good for 4, 6, 9 and 12 months.

SPECIAL RATES (First-class only) granted to Missionaries, Members of the Naval, Military, Diplomatic and Civil Services, and to European Officials in the Service of China and Japan Governments.

CIRCULAR PACIFIC TOUR TICKETS Hongkong to Vancouver, Vancouver to Sydney, Australia, via Honolulu, and Sydney to Hongkong via Brisbane and Torres Straits, Good for 9 months, \$100.

The attractive features of this Company's route, embrace its PALATIAL STEAMSHIPS, (second to none in the World), the LUXURANCE OF ITS TRANS-CONTINENTAL TRAINS (the Company having received the highest award for same at recent Chicago World's Exhibition) and the diversity of MAGNIFICENT MOUNTAIN AND LAKE SCENERY through which the Railway passes.

THE DINING CARS and MOUNTAIN HOTELS of this route are owned and operated by the Company, and their appointments and Cuisine are unexcelled.

For further information, Maps, Guide Books, Rates of Passage, &c., apply to

D. E. BROWN, General Agent,
Paddy's Street. [3]

OCCIDENTAL & ORIENTAL STEAMSHIP COMPANY.

TAKING CARGO AND PASSENGERS TO JAPAN, THE UNITED STATES, MEXICO, CENTRAL AND SOUTH AMERICA, AND EUROPE.

THE OVERLAND RAILWAYS, AND ATLANTIC AND OTHER CONNECTING STEAMERS.

VIA INLAND SEA OF JAPAN AND HONOLULU.

PROPOSED SAILINGS FROM HONGKONG.
Doric (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Thursday, 12th Nov., at Noon.

Belge (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Saturday, 21st Nov., at Noon.

Coptic (via Shanghai, Nagasaki, Kobe, Inland Sea and Yokohama) Tuesday, 8th Dec., at Noon.

THE Company's Steamship

"DORIC"
will be despatched for SAN FRANCISCO, via SHANGHAI, NAGASAKI, KOBE, INLAND SEA AND YOKOHAMA, on WEDNESDAY, the 4th November, 1896, at Noon. Connection being made at Yokohama with Steamers from Shanghai.

Steamers of this line pass through the INLAND SEA OF JAPAN, and call at Honolulu, and passengers are allowed to break their journey at any point en route.

Through Passage Tickets granted to England, France and Germany by all trans-Atlantic lines of Steamers, and to the principal cities of the United States or Canada. Rates, and particulars of the various Routes may be obtained upon application.

Special rates (First-class only) are granted to Missionaries, members of the Naval, Military, Diplomatic and Civil Services, to European Officials in service of China and Japan, and to Government officials and their families.

Passengers who have paid full fare, re-embarking at San Francisco for China or Japan (or vice versa) within one year, will be allowed a discount of 10 per cent. This allowance does not apply to through fares for China and Japan to Europe.

ALL PARCEL PACKAGES should be marked to address in full, and same will be received at the Company's Office until FIVE P.M. the day previous to sailing.

Consular Invoices to accompany Cargo destined to Points beyond San Francisco, in the United States, should be sent to the Company's Office, addressed to the Collector of Customs, San Francisco.

For further information as to Freight or Passage, apply to the Agency of the Company, No. 7, Praya Central.

J. S. VAN BUREN, Agent
Hongkong, 30th September, 1896. [1634]

F. BLACKHEAD & CO.,
SHIP-CHANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS, NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS.
PRAYA CENTRAL, HONGKONG.
SOAP MANUFACTURERS.

SOLE AGENTS FOR:
HARTMANN'S RAHTJEN'S GENUINE COMPOSITION RBD HAND BRAND.
HARTMANN'S GREY PAINT.
DAMLER'S PATENT MOTOR LAUNCHES.
&c.

Sole Agents for
FERGUSON'S SPECIAL CREAM and
P. & O. SPECIAL LIQUOR SCOTCH WHISKY, &c.

BURRY KIND OF SHIP'S STORES AND REQUISITES ALWAYS IN STOCK.
AT
REASONABLE PRICES.
Hongkong, 14th May, 1896. [161]

Mails.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON, AUSTRALIA, INDIA, ADEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON. Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL and AMERICAN PORTS.

THE Steamship

"MIRZAPUR."

Captain E. G. Andrews, carrying Her Majesty's Mails, will be despatched from this for BOMBAY, &c., on THURSDAY, the 5th November, at Noon, taking Passengers and Cargo for the above Ports. This steamer connects at Bombay with the S.S. *Peninsular*, leaving that Port on the 25th November, for London direct.

Silk and Valuable, all Cargo for France, and Tea for London (under arrangement) will be transhipped at Calcutta into a steamer proceeding direct to Marseilles and London; other Cargo for London, &c., will be conveyed via Bombay.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

Shippers are particularly requested to note the terms and conditions of the Company's Bills of Lading.

For further Particulars apply to
H. A. RITCHIE,
Superintendent.
Hongkong, 22nd October, 1896. [143]

NORDEUTSCHER LLOYD.

NOTICE.

STEAM FOR SINGAPORE, COLOMBO, ADEN, SUEZ, PORT SAID, NAPLES, GENOA, ANTWERP, BREMEN AND HAMBURG. PORTS IN THE LEVANT. BLACK SEA AND BALTIC PORTS: LONDON, NEW YORK, BOSTON, BALTIMORE, NEW ORLEANS, GALVESTON, AND SOUTH AMERICAN PORTS.

THE COMPANY'S STEAMERS WILL CALL AT SOUTHAMPTON TO LAND PASSENGERS AND LUGGAGE.

N.B.—CARGO CAN BE TAKEN ON THROUGH BILLS OF LADING FOR THE PRINCIPAL PLACES IN RUSSIA.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia Tuesday... 10th Nov.
Sachsen Tuesday... 8th Dec.
Bayern Tuesday... 5th Jan.
Prins Frederik Tuesday... 2nd Feb.

ON TUESDAY, the 10th day of November, 1896, at 9 A.M., the Company's Steamship "PREUSSEN," Capt. P. Wetlin, with MAILED PASSENGERS, SPECIE AND CARGO, will leave this Port as above, calling at NAPLES and Genoa.

Shipping Orders will be granted till NOON on SATURDAY, the 7th Nov. Cargo and Specie will be received on board until 5 P.M. on MONDAY the 9th Nov. and Parcels will be received at the Agency's Office until NOON on MONDAY, the 9th Nov. Contents of Packages are required. No Parcel Receipts will be signed for less than \$5.00 and Parcels should not exceed Two Feet Cubic in Measurement.

The Steamer has splendid Accommodation and carries a Doctor and a Stewardess. Lanes can be washed on board.

For further Particulars, apply to
MELCHERS & Co.,
Agents.
Hongkong, 17th October, 1896. [1555]

NORTHERN PACIFIC STEAMSHIP AND RAILROAD COMPANIES.

VIA INLAND SEA OF JAPAN.

THE attention of Passengers is directed to the very cheap rates offered by this Line to the PACIFIC COAST and the INTERIOR and EASTERN CITIES of the UNITED STATES and CANADA and to EUROPE.

HONGKONG TO LONDON \$200.
Excellent accommodation. First-class Table, DOCTOR and STEWARDESSES carried.

HONGKONG TO NEW YORK \$350.
The Railroad travelling is second to none on the American Continent. Magnificent Scenery of the ROCKY and CASCADE MOUNTAINS. THE YELLOWSTONE NATIONAL PARK route. Passengers to EUROPE may proceed by one of the first class ATLANTIC MAIL LINES.

HONGKONG TO TACOMA \$225.
Rates of Passage to other Ports on application. Special rates allowed to members of Government Services.

PROPOSED SAILINGS FROM HONGKONG.

(SUBJECT TO ALTERATION.)

Prussia 13.01 Tuesday... Nov. 17.
Tacoma 13.40 Tuesday... Dec. 8.
Victoria 13.17 Tuesday... Dec. 20.
Olympia 13.08 Tuesday... Jan. 19.
Prussia 13.01 Tuesday... Feb. 9.

THE Steamship

"BRAEMAR."
Captain E. Porter, sailing at Noon, on TUESDAY, the 17th November, will proceed to VICTORIA (B.C.) and TACOMA (Wash.), via SHANGHAI, KOBE and YOKOHAMA.

Through Bills of Lading issued to Japan, Pacific Coast Ports, and to Canadian and United States Ports.

Consular Invoices of Goods for United States Ports should be in quadruplicate; and one copy must be sent forward by the steamer to the care of the Freight Agent, Northern Pacific Railroad, Tacoma, Wash.

Parcels must be sent to our Office (with address marked in full) by 1 P.M. on the day previous to sailing.

For further information as to Passage or Freight, apply to
DODWELL, CARLILL & Co.,
General Agents.
Hongkong, 24th October, 1896. [1664]

Printed and Published by CHERRY DUNCAN at No. 6, Paddy's Hill, in the City of Victoria, Hongkong.